

without these roads, are as impassable, or more so, than our most rugged mountainous country. The building of these roads is too expensive for individual or local enterprise, but the State refunded for cost of their construction by the increased value of its lands and additional taxation, which always follows the thrift engendered by public improvements.

My estimate of the cost of the Chinquepin Road, from basis of cost of the James-Croom Road, \$4,553.94. About $\frac{1}{2}$ mile of this road was partially built before the convict force left Angola Bay to grade the Clinton and Warsaw Railroad. This force came from the Quaker Bridge Road, Jones and Onslow counties, and commenced work on the James-Croom Road about January 1st, 1885, and left Angola Bay, for the C. & W. Railroad, early in December, 1885. They have not worked in Angola Bay since that time.

OPEN LANDS, CARTERET COUNTY.

It is estimated that the area of the "Open Grounds" of Carteret covers about 87,000 acres. Of this, 10,537 acres have been surveyed as directed by you, as follows, viz.:

"*Resolved*, That the Agent and Engineer, Gen. Lewis, be directed to proceed to Carteret county and survey a portion of the 'Open Ground Prairie,' not to be less in amount than eight nor more than twelve thousand acres, which may be included in a contract with B. L. Perry and others, for the drainage thereof. He will make accurate plot of the said lands, with plans for the size, number and character of the canals and ditches necessary for the thorough drainage."

Under these instructions the survey was commenced May 3d, 1885, and completed July 30th, 1885.

On the basis of this survey a contract was made by the Board with B. L. Perry, of the county of New Hanover, and J. C. Davis and J. H. Davis, of the county of Carteret, to thoroughly drain all the lands covered by the survey, in consideration of the Board making title to one-half of the land so drained, under specifications and directions of your Agent and Engineer. This